

AMERICANS' COURSE ANRS JAPANESE

Tokyo Correspondent Sends
Warning to This Country.

SITUATION VERY GRAVE

Government Seeks to Appease
Enraged Populace.

Excision of Japanese Children
from Schools of California Cause
of Greatest Indignation—May End
Friendly Commercial Relations
between the Two Nations—Prompt
Population Believed Necessary.

Tokyo, Oct. 21.—It would be difficult to
overestimate the gravity of the situation
created by the anti-Japanese feeling that
has been given voice to in the United
States. During the nineteen years' resi-
dence in this country your correspondent
has never seen the Japanese press so ac-
tivated against the Americans.

At a dinner last night, attended by 150
prominent bankers and business at the
Imperial Hotel, deep feeling was expressed
that America should regard with indiffer-
ence acts that are tantamount to actual
war.

Little was said regarding the American
protest against the Japanese programme
in Manchuria, the killing of Japanese
sealers, the murder of the Japanese
banker in San Francisco, the attack by
John D. Rockefeller on the Japanese com-
mercial treaty, the Hawaiian exclusion
policy, the public insults to Prof. Mori,
and Congressman Kahn's war threats, all
of which incidents have occurred within
three months, but the exclusion of Jap-
anese children from the public schools of
California cuts this child-loving nation to
the quick.

Government Is Concerned.

There is evidence that the government
regards the situation as extremely
serious. It has taken measures to calm
the press and to discourage mass meet-
ings that have been called to adopt re-
taliatory measures.

The Jiji Shimpo prints a long anon-
ymous article, which, however, is known to
emanate from a member of the govern-
ment, attempting to explain away the acts
which have offended the Japanese. The
imperial government recognizes that the
opposition to the Japanese is now local,
but opposition politicians hold that it is
not a local manifestation, and they point
out that the American authorities have
taken decisive steps to define the rela-
tions between Japan and the United States.
A prompt repudiation of the anti-Jap-
anese sentiment by the United States at
large is necessary to avert a crisis here
that would result in the destruction of the
friendly political, financial, and commer-
cial relations between the two nations.

Origin of the Agitation.

New York, Oct. 21.—What the Japane-
se have construed as wholesale ex-
pulsion of Japanese children from San Fran-
cisco schools is the recent agitation begun
in that city for the more complete segre-
gation of Japanese and Chinese in sep-
arate schools. This agitation was started
by an organization calling itself the Jap-
anese and Korean Exclusion League, which
draws its members largely from the labor
unions and which advocates, besides sep-
arate schools for Orientals, the placing of
Japanese laborers under the ban of the
existing Chinese exclusion act.

Before the earthquake and fire there
were two schools in San Francisco for
the exclusive use of Chinese and Japane-
se students. Each school had a full
staff of teachers and in each the curricu-
lum of study was the same as that in the
regular public schools of the city, with
modifications made necessary by the
character of the pupils.

No Discrimination Shown.

Outside of San Francisco no discrimi-
nation against Oriental pupils has ever
shown itself, nor has the system of sep-
arate schools for them been put into
practice. In the city of Oakland, which has
the best school system of any city in
California, Japanese twenty years of age
are received in the primary grade with-
out question, and a large proportion of
the foreign students of the University
of California are Japanese, who are re-
ceiving tuition and escape the required
military drill.

The whole attitude of protest against
Japanese in California and other Pacific
Coast States has arisen from the results
of the complete unification of all trades.
Because the Japanese work on the rail-
roads and pick fruit for less than the
white men, the cry of coolie labor has
been turned from the Chinese against
them. Throughout the interior valleys
of California the Japanese have prac-
tically usurped the fruit-picking field,
because they work cheaper and are more
reliable than white laborers.

The murder of the Japanese bank pres-
ident in San Francisco, which seems to
have been taken as having a significant
international bearing by the Japanese at
home, was one incident in the general
rule of crime and disorder that has
seized upon the ruined city. After the
bank president was killed the thieves
stole \$4,000 from the vaults of his bank.

ACCUSED OF WIFE MURDER.

Man Is Also Charged with Attacking
His Own Daughter.

Mansfield, La., Oct. 21.—Charles Wil-
liams, who heretofore has enjoyed a good
reputation, is in San Francisco with the
murder of his wife, and an attack on his
sixteen-year-old daughter.

Mrs. Williams, it is alleged, was shot to
death, following a quarrel between the
couple. The charge was made by the
daughter after her mother was killed.

\$20,000 Fire at Pittsburgh.

Pittsburg, Pa., Oct. 21.—Fire broke out
in S. B. Charles' grocery store at Dave
and Grant streets to-night, and ruined
the building and contents, being damaged
to the extent of \$20,000. The fire started
in the packing department of the store
and gutted the entire four-story struc-
ture before it was gotten under control.

Wide Boards, \$2 Per 100 ft.

Lumber Trust Broken.
Libbey & Co., 6th st. and N. Y. ave.

WEATHER FORECAST.

For the District of Columbia,
Maryland, and Virginia, rain
Monday and Tuesday; fresh
northeasterly winds.

HERALD NEWS SUMMARY.

- TELEGRAPHIC.
1—Japanese Bitter Against Americans.
1—Thousands See Boy Carried Over Falls.
1—Hundred Lost in Storm at Sea.
1—Magazine for the Blind.
1—Ex-Senator Burton on His Way to Jail.
1—Sailors Have Thrilling Voyage.
1—How Youthful Bank Robbers Were
Cheated at Poker.
1—"Woman in Black" Identified.
1—Prominent Virginia Clubman Found
Dead.
1—Steamer Wrecked at Cape Henry.

POLITICAL.

- 1—Hearst Will Lose Many Democratic
Votes.
1—Shaw Sees the President. Says House
Is Safe.
1—Campaign in New York and Pennsyl-
vania.

LOCAL.

- 1—Arrest in Saturday Night Murder
Case.
1—Trick Life Insurance Ballots Received
Here.
1—Pension Office Chiefs in Trouble.
1—Mrs. Jefferson Davis' Memory Hon-
ored.
1—Alexandria Murderer Not Captured.
1—Carnegie Institute's Survey of the Pa-
cific.

HUNDRED LOST AT SEA

Drowned from Quarter Boat
No. 4 of F. E. C. R. R.

MAD STRUGGLE FOR LIFE

Victims Shaken from Their Refuge
by Terrible Lurches of Frail Ves-
sel—Honduras Towns Ruined by the
Hurricane—Disturbance Now Off
Florida Coast, but Harmless.

New York, Oct. 21.—Further reports of
Thursday's terrible storm along the
lower Atlantic coast show that the ear-
lier dispatches gave glimpses only of the
death and destruction wrought by wind
and wave.

All the officers and sailors of the steam-
er Cape Henry, which went ashore off
Cape Henry, were saved, but at least
twenty-one of the passengers and crew
of the steamer St. Lucie, wrecked off
Elliot's Key, were drowned, and 100 were
lost from the quarter boat No. 4 of the
Florida East Coast Railway.

Survivors of the St. Lucie were taken
into Miami, Fla., last Friday night on
the steamer Virginia, but owing to inter-
ruption of the telegraph service her ar-
rival was not known north of that city
until to-day. Many of the bodies were
buried without being identified.

The storm had an echo as far across
the continent as Utah, for on Friday
evening a terrific wind blew down street
lamps in Salt Lake City and strewn the
thoroughfares with trees and signs, in-
juring several persons.

Wreckage Indicates More Losses.
Stories told by the survivors of the
South Atlantic wrecks lead to the belief
that other vessels were lost in the storm
of Thursday. Much anxiety for small
craft was felt in many ports last night,
and rescue tugs were sent to scour the
sea in search of castaways. Wreckage,
apparently not from ships known to be
lost, was found on several beaches and
gives rise to the gravest apprehension.

Vessels that weathered the storm put
in with reports that it was the worst
experienced in many years. Their captains
and crews expressed the belief that only
the stanchest craft could outlive it. At
times the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. Sailing craft scudding under bare
poles were whirled through the waves
with terrific velocity. It was out of the
question for any small boat, unless a life-
boat, to live an hour. Survivors said that
the seas were high enough to crush
schooners and even larger ships. Boats
not built for heavy weather that were
driven out to sea were smashed like hand-
boxes. S